

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT NO.	
SUBJECT	Automobile Works National Corporation (AZNP), Rynovice	DATE DISTR.	6 March 1953
DATE OF INFO.	25X1	NO. OF PAGES	8
PLACE ACQUIRED		REQUIREMENT NO.	25X1
		REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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Building numbers in this report are those appearing on sketch of the AZNP plant at Rynovice (Enclosure B).

1. The Automobile Works National Corporation (AZNP-Automobilove zavody, n.p.) plant in Rynovice is part of the complex of former automobile manufacturing industries, ASAP (Skoda) of Mlada Boleslav. This AZNP Plant, formerly known as Elektropraga, is a sister plant of Avia in Cakovice near Prague. Its administrative center is in Jablonec nad Nisou.
2. The plant is surrounded by a 2½ meter wire fence, topped by 40 cm. of barbed wire. It is guarded day and night by six men of the plant guards (black uniforms), three of whom are at the main gate, while the other three patrol the interior of the premises. At night it is guarded by the plant militia (blue uniforms), armed with rifles and pistols, while another six-man patrol is available inside the plant. An alarm is sounded by a blast on the factory whistle. 30 members of the plant militia are billeted in Building No. 3.
3. The windows of building No. 4 are fitted with bars. Blueprints are kept there.
4. Each employee has an admission card for entry into the plant, but access to buildings Nos. 19 and 20 - secret chemical production - is permitted only upon production of two admission cards of different colors, each of the cards permitting entry to one of the buildings only. The windows of these two buildings are also barred and the plant militia guards the two buildings.
5. Adjoining the present factory buildings, foundations have been excavated for additional factory space on an area of 1,000 by 300 meters. The new shops are to be completed late in 1952.
6. The following products are manufactured by the plant.

a. Bodies for motor-busses, mark AVIA; three or four per day.

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- b. Parts and accessories for Diesel motors for busses,²
 - c. Flash-hiders for machine guns.
 - d. Transmission shafts and universal joints for busses and tanks. These are produced as semi-finished goods and shipped to AZNP, Mlada Boleslav for finishing and disposition.
 - e. Assembly of military and civilian busses: 3 to 4 complete busses per day.
 - f. The so-called "secret production".
7. The transmission shafts for tanks consist of three segments, each 150 centimeters long and with a diameter of 12 to 15 centimeters. Shafts for busses are of the same length but only 5 to 10 cm. thick. Capacity is from 30 to 40 complete transmissions per day.
 8. For the assembly of busses, the AZNP plant at Mlada Boleslav delivers 21 to 25 chassis and Diesel motors for busses per week. The assembled busses are Mark AVIA, with the following rough specifications: 8 wheels, with dual rear axle drive, horse-power not known; body, 20 meters long, 3.5 meters wide, painted green, with green interior; capacity, 140 persons; between the driver's cabin and passenger compartment is an inter-com. speaking system; equipment is of steel or chrome-nickel; indirect interior lighting; wheels 120 cm. diameter. This type is for military use. The civilian bus has only 6 wheels, is painted red and white, and the interior is of better quality.
 9. The so-called "secret production" consists of the manufacture of explosives. This section of the plant is not under the plant management of AZNP and is probably part of the chemical works at Usti nad Labem.³ Source infers this from the fact that its workers have been recruited from among workers of that plant. Production is under military administration and army officers frequently inspect the plant. They arrive in military cars. Employees of the AZNP are not permitted to communicate with employees of buildings # 19 and 20.
 10. The AZNP does not process any raw-materials, with the sole exception of rustless steel bars 50 mm. thick and 1500 mm. long. These come from the Poldina Hut Foundries in Kladno. Besides that, the plant turns and assembles semi-finished products which are brought here from other plants. As mentioned, chassis and motors come from AZNP at Mlada Boleslav; mouldings for spare parts and accessories from the Chomutov foundries.⁴ There are no shortages of raw materials or semi-finished materials whatsoever in this plant.
 11. Finished products are shipped as follows.
 - a. Complete busses are received by a military commission and driven to Prague by army drivers. From there they are distributed to army units.
 - b. Civilian busses are driven by plant drivers to AZNP, Mlada Boleslav.
 - c. The flash-hiders are shipped, packed in cases, to V.I. Lenin Works, Pilsen.
 - d. Other finished products are shipped in cases, either by road or by rail to Avia, Cakovice; the V.I. Lenin Works, Pilsen; or to AZNP, Mlada Boleslav, for further manufacturing.
 12. The plant has no substantial stocks of materials. Raw materials arrive according to needs and the finished products are shipped away without delay. In building No. 15 there is a fairly large stock of liquid fuels, oil, gasoline, etc.
 13. Stored in this plant since November 1951 is the equipment of a plant near Prague, probably of Wolman in Cedakovice. This consists of drills, lathes, punching machines combined with grinders, folding machines, welders, etc., all of Czechoslovak manufacture. The reason for this storage is not known to source. Building No. 12 contains precision and measuring instruments. According to the

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view of employees, these measuring and precision instruments are of the type required for the production of aircraft motors and weapons and would be kept here to facilitate switching over to such production in case of war.

14. The plant now employs about 3,500 persons, of whom about 20% are administrative workers, 10% technical personnel and the remaining 70% workmen. Of the latter, some 35% are qualified technicians, 3% apprentices and the rest laborers, auxiliaries, etc. Of the over-all figure of employees about 40% are women, of whom 15% work in administration. By the end of 1952, the number of employees is to be raised to 8 or 9,000, and recruitment of workers is in progress in all North Bohemian Labor Offices.
15. Work goes on without interruption, day and night, in three eight-hour shifts, except in the warehouses and the shipping office, which work two shifts. Night shifts have about 15% less personnel than the daytime ones, especially with regard to administrative personnel.
16. Over-all output figures are unknown to source but he has heard at Plant Council meetings how leaders complained that production figures were only 60% of plan. This seems to have been caused by the disproportionate number of unskilled laborers, causing frequent breakdowns, as well as by negligence in maintenance. Another cause for such low production figures is that the workers concentrate on quantitative output and not on quality, because their norms are fixed by quantity and that is the only way for them to make money. Workers' morale and output is controlled only by threats of transfer to the mines or by imposing fines. The Plant Council and the Cadre Section are 100% Communist, the administrative workers about 20% while 70% of the administrative women are Communists. Among the workers a maximum of 30% are Communist.
17. Equipment in the plant is generally in excellent condition and is exclusively of Czechoslovak manufacture. The plant is powered by electricity, obtained from the nearby power station. 25X1

18.

- 25X1 [REDACTED] Comment. Now known as the J. Dimitrov plant of the Avia National Corporation.
- 25X1 [REDACTED] Comments: It is possible that parts for tank motors are also produced.
- 25X1 [REDACTED] Comment: Probably the Association for Chemical and Metallurgical Production, National Corporation.
- 25X1 [REDACTED] Comment: Probably the Pipe Rolling Mills (Valcovny trub) National Corporation, Gustav Kliment Plant.

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Annexes:

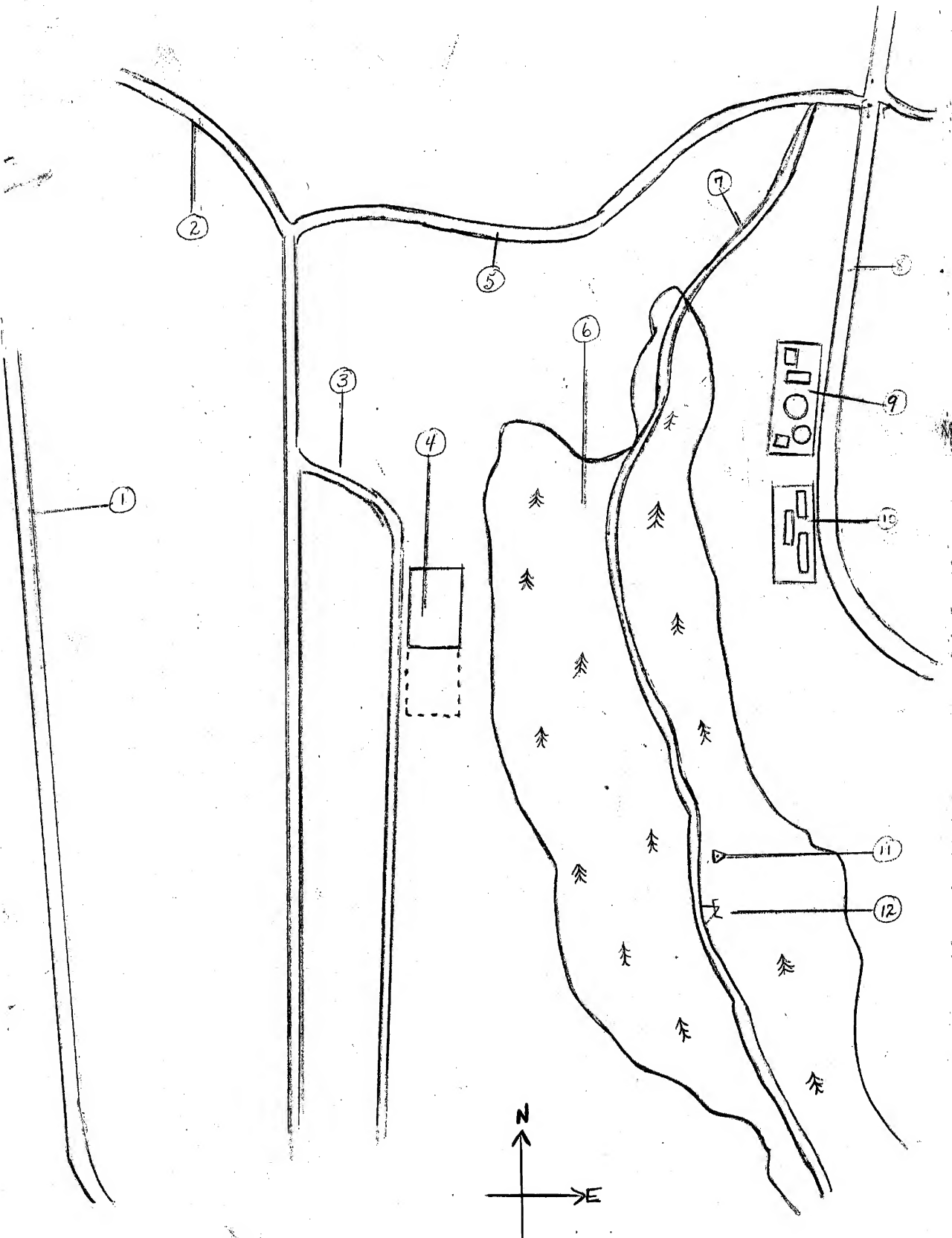
- (A) Sketch (1 page) showing general vicinity of the AZNP plant at Rynovice.
- (B) Legend explaining Annex (A) (1 page).
- (C) Sketch (1 page) of the AZNP plant in Rynovice.
- (D) Legend explaining Annex (C) (1 page).

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Annex (A)

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Annex (B)

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LEGEND

1. Road to Januv Dul, paved, streetcar tracks running along it, in good repair; forks off towards Liberec at Rynovice.
2. Road from Rynovice to Rychov near Jablonec; in good repair.
3. The Rynovicka side-road, leading to AZNP plant and back to main highway.
4. AZNP plant at Rynovice.
5. Tovarni (Factory) Street.
6. Prosecky Hreben (Ridge) extending to Liberec; maximum alt. about 2,700 ft.
7. Ridge-road, from Proseck to Liberec, in disrepair.
8. National highway to Liberec, concrete, 7 to 8 meters wide.
9. Gasworks, with 2 containers, area 150 by 20 meters.
10. Electric powerhouse, area 150 by 80 meters.
11. Trigonometric marker, 873 meters (about 2,700 ft.)
12. Observation tower, of stone, about 30 or 35 meters high.

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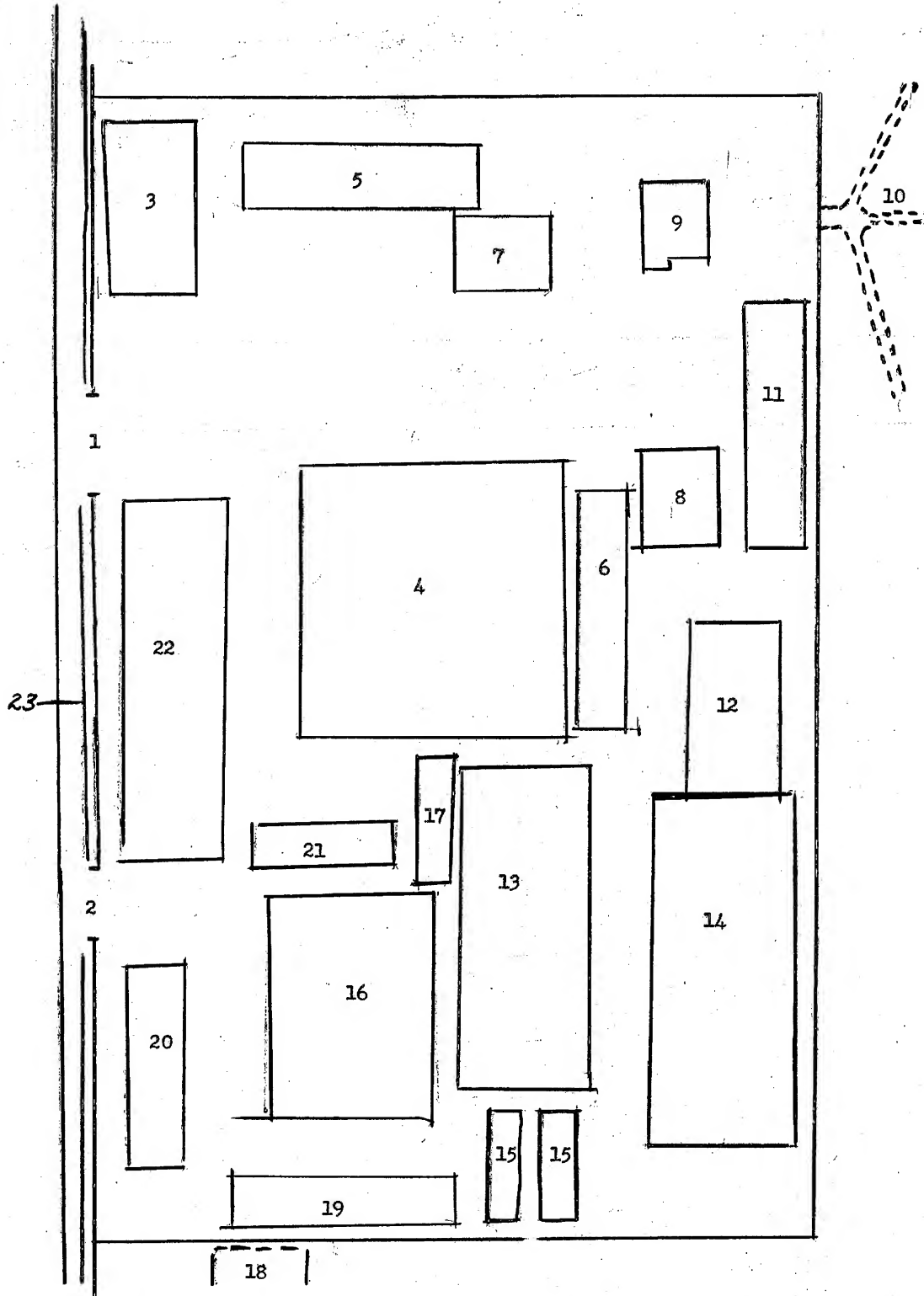
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Annex-(C)

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